



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

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November 13, 2013

Memorandum To: Robert Lewis, NCDOT Chief of Staff

From: Richard Walls, NCDOT Deputy Secretary for Transit

Subject: MAP – 21 Transportation Alternatives Program (TAP)
Approach for NCDOT

Effective as of federal fiscal year 2013, new transportation legislation called the Moving Ahead for Progress in the 21st Century Act (MAP-21) contains a new funding program called the Transportation Alternatives Program (TAP). The following approach describes how NCDOT will program TAP funds administered by the department effective immediately. The effort will be led by a committee of NCDOT officials chaired by Calvin Leggett with the Program Development Branch.

Several factors and alternatives were considered by NCDOT staff while developing this approach. NCDOT is not an eligible project sponsor or funding recipient but is responsible for administering the program funds not directly allocated to other organizations. Additionally, the state's Strategic Transportation Investments (STI) law requires NCDOT to include TAP-funded projects within the allocation of Division-Needs funding, and the TAP project selection process is described as a separately-designed prioritization process in STI. Furthermore, FHWA requires a competitive selection process and elements of public involvement for projects funded by TAP.

Some states have elected to program TAP funds exclusively to one or a limited number of eligible activities, such as bicycle and pedestrian projects. This approach does not provide the necessary resources or flexibility needed by the department for activities managed by the Roadside Environmental unit. Most state departments of transportation have a unit or process devoted to administering all aspects of a Transportation Alternatives Program, using that process to select projects. Because NCDOT does not have a TAP unit or process in place, other options had to be explored to ensure flexibility and program efficiency.

NCDOT has developed a robust competitive model for bicycle and pedestrian projects. Therefore, NCDOT is well-positioned to use the STI bicycle-pedestrian prioritization model to program a majority of the TAP funds for bicycle and pedestrian projects. An interdisciplinary NCDOT committee will be formed to make recommendations for the prioritization and programming of all eligible projects.

PROGRAMMING APPROACH

- Program up to 50% of total TAP funds (of those sub-allocations directed by NCDOT) for bicycle and pedestrian projects as identified through the prioritization process
- Transfer approximately 20-25% of total TAP (from the Statewide Flex TAP sub-allocation) to STP for use by the Roadside Environmental Unit each year
- Reserve 5-10% of the total TAP funds (from the Statewide Flex TAP funds directed by NCDOT) for other eligible activities. Form a committee and develop a competitive selection process with provisions for public involvement for these other eligible activities. NCDOT may transfer TAP reserve not programmed to additional bicycle and pedestrian projects or the STP program.
- Coordinate as necessary with TMA-MPOs to continue programming assigned TAP sub-allocations (20-25% of total TAP)
- Coordinate with NCDENR (responsible for 5-10% of total TAP) to align investments funded by the TAP program

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